ALBERTA NEWSLETTER
INDUSTRIAL DEVELOPMENT BOARD OF THE PROVINCE OF ALBERTA
DEPARTMENT OF ECONOMIC AFFAIRS, EDMONTON, ALBERTA CANADA

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HON. A. J. HOOKE, Minister
RALPH R. MOORE, Deputy Minister
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RICHARD MARTLAND, Director
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ALBERTA HIGHWAY CONSTRUCTION

Alberta is spending $41,860,830 this year on highway and bridge construction as part of its long-term objective to provide an adequate network of all-weather highways throughout the Province.

The 1954-1955 highway construction appropriation, the greatest ever provided for road building, exceeds the 1953-1954 appropriation by more than $5,000,000. Of the total which will be spent this construction year, $30,329,010 will be used for construction of main highways, $6,409,980 for the Alberta section of the Trans-Canada Highway, $4,500,000 for bridges, $25,000 for ferries, and $596,740 for miscellaneous construction.

Work has started on the first section of divided highway, a four-lane, 30-mile stretch of asphalt which will extend from a point two miles south of Bowden to a point three miles north of Crossfield. The new section involves a new location for part of No. 2 Highway between Calgary and Edmonton. The towns of Olds and Carstairs, through which the present route, No. 2 Highway, passes, will be avoided by the new route, as will be 21 curves.

The purpose of the ALBERTA NEWSLETTER is to provide up-to-date information about development and opportunities in Alberta.

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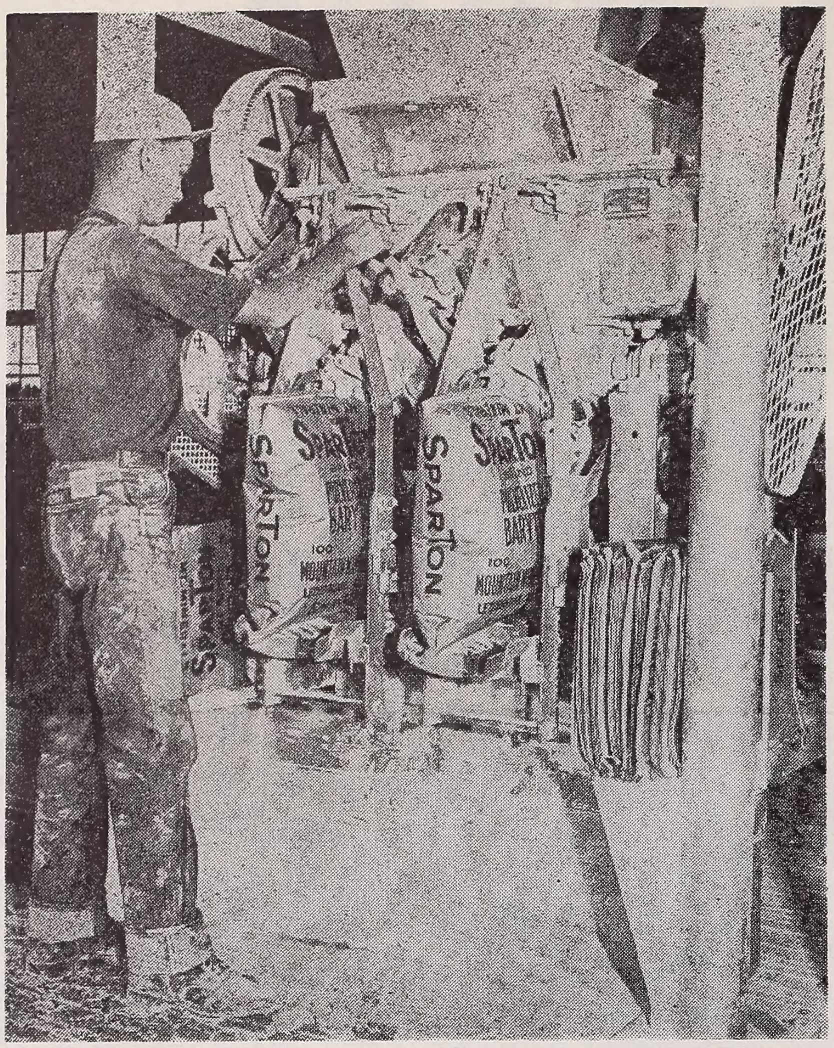
The section will have an overall width of approximately 90 feet, including 10-foot gravel shoulders, four 12-foot traffic lanes, and a 20-foot dividing strip. The dividing strip will serve as a channel through which water will be drained in central ducts to pass under the highway to the ditches.

Work is continuing on the Alberta section of the Trans-Canada Highway which is to be completed by December, 1956. During the 1953 construction season, approximately 106 miles of the highway were completed and this year the Trans-Canada Highway will be completed from the Saskatchewan border to Calgary; the Alberta portion of the highway will be 292 miles long.

Major portion of the work on the Edmonton-Jasper Highway is expected to be completed this year, and the remainder may be finished in 1955. Ten miles of the highway east of Carvel Corner will be rebuilt in a new location to eliminate perilous curves, two railway crossings at Pedley and Drinnan will be eliminated, and a crossing at Obed converted into an overpass.

With good weather, the Whitecourt-Valleyview Highway, the new direct route between Edmonton and the Peace River district, will be finished this year.



—*Alberta Government Photo*

. . . *sacking pulverized barytes at the Mountain Minerals plant* . . .

Alberta Industries . . .

MOUNTAIN MINERALS LIMITED

Non-metallic minerals from claims in the mountains of British Columbia are processed in the modern plant of Mountain Minerals Limited, located on the eastern outskirts of the City of Lethbridge.

Incorporated in 1945, the plant produces barytes under the trade name of "Spar-Ton" for use primarily as a weighting material in the petroleum industry. This heavy material controls the gas during oil drilling operations. In addition, a total of 250 other uses have been found for this versatile mineral.

The company controls two claims for the barytes mineral (barium sulphate). The deposit located near Brisco, B.C., yields a yellowish mineral which is used almost exclusively for the oil industry, while the other at Parson, B.C., is a whiter rock and can also be utilized as a filler in the manufacture of paints.

Another claim which is providing non-metallic minerals is located near Ashcroft, B.C. Here pyrophyllite is obtained for use as dusting agents, ceramics glaze, extenders and fillers. Other claims held by the company include a talc claim near Banff, an off-grade talc claim near Armstrong, B.C., coralite claim near Fort Steele, B.C., and bentonite and volcanic ash leases in Saskatchewan.

Mountain Minerals Limited developed through the foresight and initiative of its owner, R. A. Thrall, of Lethbridge. Seeing a future use for non-metallic minerals, Mr. Thrall obtained several claims in British Columbia, then began to study the uses to which they could be put. Minerals which could be used in paints were sent directly to Montreal and, when the petroleum industry developed in the northern area, the trade name of Spar-Ton was registered.

Today this weighting material forms the backbone of the company's industry. A new plant, constructed in 1949, can efficiently handle and package the barytes, while modern equipment is capable of loading a 50-ton boxcar in two hours.

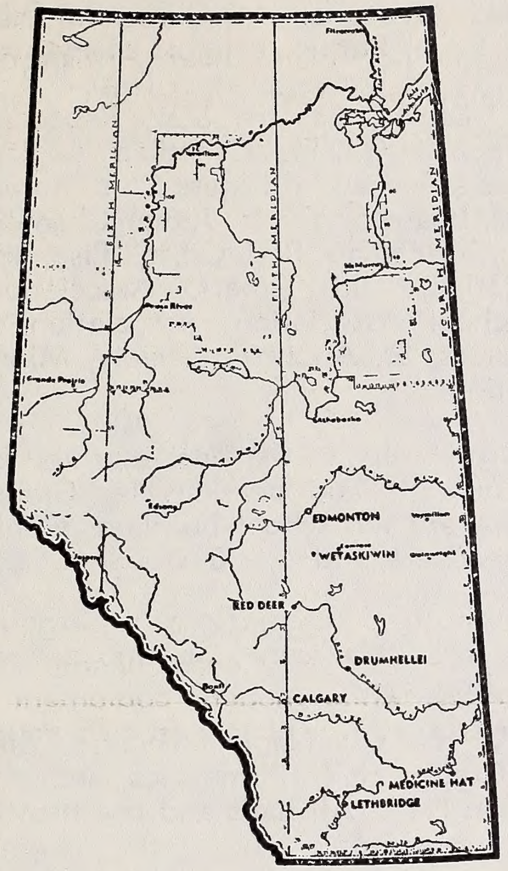
The raw minerals usually are obtained by a crew working at the claims during the summer months. The rock is loaded in boxcars and shipped to Lethbridge, where a spur line of the C.P.R. takes the minerals directly to the plant. A large 3,000-ton capacity storage shed is divided into sections to hold the various types of minerals, so that a winter's supply usually can be obtained during the summer and autumn months. However, this year the demand was so heavy that it was necessary to clear a trail to the snow-covered claims in mid-winter to obtain more raw materials.

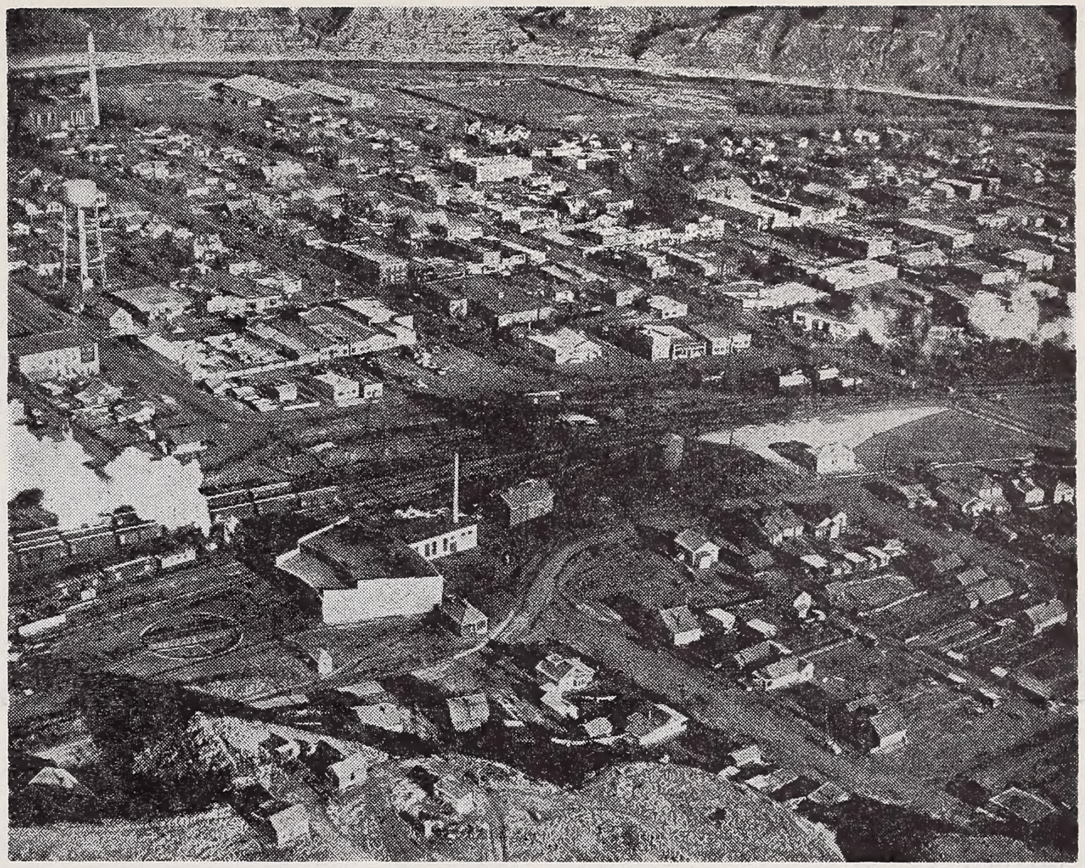
During the process, the barytes are brought into a primary crusher by use of a grizzly. In the crusher the rock is reduced to minus half inch size (half an inch or smaller) and then is taken up an elevator to the pulverizer. Here the rock is reduced to 86 percent minus 400 mesh. The 400 mesh screeen, which contains 400 holes per square inch, is so fine that water will not pass through the holes.

The barytes are fed into a hopper where a fan blows the powder into the cyclone and down to the bagging machine. The powder is packaged in standard 100-pound bags and carried either to waiting boxcars or stored for future needs.

Electricity for the process is obtained from the City of Lethbridge, although the plant lies beyond the city limits. The only natural gas required in the production of Spar-Ton is in the drying process. Air heated by natural gas is blown into the pulverizer to dry any wet rock and to speed up the overall process.

In addition to the present production, a wide variety of other uses for the non-metallic minerals is foreseen by Mr. Thrall, who believes the industrial development of Alberta will bring greater demand for his raw materials.





—*Alberta Government Photo*

DRUMHELLER

LOCATION: 85 miles north-east of Calgary, on the Calgary-Saskatoon and Calgary-Edmonton lines of the Canadian National Railways. It is also on the Calgary-Kneehill-Rosemary line of the Canadian Pacific Railway and on Highway No. 9 which runs from Calgary to Saskatoon. The north boundary of the city is formed by the Red Deer River.

POPULATION: 2,601.

ALTITUDE: 2,259 feet.

TEMPERATURE: Mean summer temperature, 57 degrees F.; mean winter, 18 degrees F.; mean yearly, 38 degrees F.

RAINFALL: 12.37 inches average annual precipitation.

GEOLOGY: The Red Deer Valley is of pre-glacial origin. Large deposits of coal are found.

SOIL: The normal soil profile surface horizon averages about seven inches in depth and is dark brown in color. A large lacustrine clay area covers approximately 500,000 acres in the Drumheller region. The soils are low in nitrogen and organic matter. Only the better soil types can be considered arable; the remainder is good pasture land.

HISTORY: The first settlers arrived around 1897, and Thomas P. Greentree was Drumheller's first citizen. In 1910, Mr. Greentree sold his land to Samuel Drumheller who conceived the idea of forming a townsite. During the first year of Mr. Drumheller's tenure, more than 100 acres were surveyed into town lots and a few buildings erected.

Some of the pioneers wished to call the settlement "Greentree" but when the post office was established at the store of N. S. L. Brownjohn, first merchant and postmaster, the name of Drumheller was selected.

Coal was discovered near the mouth of Rosebud Creek in the Drumheller Valley by Peter Fidler in 1793. Jesse Gouge arrived in Drumheller in 1910 and filed a lease on 1,000 acres of coal in the vicinity of Newcastle. With his associate, G. N. Coyle, he opened the Newcastle mine in 1911 and shipped his first carload of coal in 1912.

Drumheller was incorporated as a village on May 6, 1913, as a town on March 2, 1916, and as a city on April 3, 1930.

LIVING CONDITIONS: The city is bounded on the north by the Red Deer River, whose banks are fringed with willow bushes, poplar, balm of Gilead and spruce trees. Residents fish for pike, pickerel and goldeye in the river.

ADMINISTRATION: The city is governed by a mayor, elected every two years, and six councillors, three elected each year for a term of two years. A city manager was appointed in 1948.

LAWS AND REGULATIONS: R.C.M.P. police the town under contract with five officers on duty. Electrical and sanitary installations must comply with provincial regulations.

FIRE PROTECTION: A part-time chief and deputy chief administer a volunteer fire brigade of 16 citizens.

TAX STRUCTURE: Net assessment of land, $555,055; value of improvements, $2,154,130. Total assessment, $2,709,185. Millrate, 67 mills.

POWER: The Canadian Utilities Ltd. steam generating station supplies power to all mines in the Drumheller area and to approximately 50 communities, in addition to the city itself.

AREA: City has area of 230 acres.

WATER: Water is obtained from a 40-foot deep well, supplied by filtration of water from the Red Deer River through a natural gravel filter bed. Water is pumped from this well to a 175,000-gallon elevated tank. Approximate maximum consumption is 500,000 gallons per 24 hours.

FUEL: Diesel fuel, propane, coal and natural gas.

RESOURCES: Coal, oil, natural gas, bentonite and clays, gravel, sand, straw, dairy products, poultry, eggs, livestock, honey, and the surrounding fossil beds which attract tourist revenue.

GOVERNMENT SERVICES: These include a post office, customs office, a district office of the National Employment Service, a branch office of the Department of Veterans' Affairs and the Veterans' Land Act and an armoury.

Provincial government offices include a Department of Highways warehouse and repair depot, a court house, liquor store.

HEALTH SERVICES: There is a municipal hospital of 110 beds and a health unit serving the city and district with a Medical Health Officer and a staff of nurses and administrative personnel. There are nine doctors in practice, three dentists, one chiropractor, two physiotherapists, one veterinary surgeon and three drug stores.

TRANSPORTATION: Excellent railway and highway connections link the city with Calgary to the west, Stettler to the north, Hanna in the east and Bassano in the south. There is a modern bus depot serving as a terminal for Greyhound Bus Lines, Valley Bus Lines Ltd., and Reith Bus Lines. There are 12 taxi cabs. Trucking firms are Bill and Stew's Transport, Coal City Transport, Drumheller Transport and Harold Grass, general trucker.

COMMUNICATIONS: Canadian National and Canadian Pacific Telegraphs, Alberta Government Telephones, and post office. There are two newspapers, The Drumheller Mail, published weekly, and The Valley Advertizer, published twice weekly.

FINANCIAL FACILITIES: Bank of Montreal, Canadian Bank of Commerce, Provincial Treasury Branch.

HOTELS AND TOURIST CAMPS: There are three hotels, the White House with 30 rooms, and the Alexander and Waldorf, each with 46 rooms. Rates at all hotels are $2.75 a day and up. All hotels are licensed. The Silver Spike Tourist Camp in North Drumheller has eight motels.

ORGANIZATIONS: Masons, I.O.O.F., B.P.O.E., Loyal Orange, Royal Purple, Knights of Pythias, Enrico Caruso Italian Lodge, Elanora Duse Italian Ladies Lodge, Eagles, Eastern Star, Rebeccas, Rotary, Kinsmen, I.O.D.E., Canadian Legion, Women's Professional and Business Club, Rotary Anns, Kinettes, Board of Trade, Junior Chamber of Commerce, Canadian Red Cross, Fish and Game Association, Old Timers' Association, Home and School Association, Association of Registered Nurses, St. Andrew's Society, Ministerial Association.

EDUCATION: Drumheller is the headquarters for three school districts and provides for Grades 1 to 12. There are ten school buildings within the city, 29 teachers and 1,050 students.

CHURCHES: Anglican, United, Roman Catholic, Baptist, Pentecostal, Nazarene, Salvation Army and Christian Brethren.

THEATRES AND HALLS: Napier Theatre, Elks Hall, Social Credit Hall, Armouries and the Canadian Legion Hall. All halls and the theatre are equipped with pianos.

CULTURAL ACTIVITIES: There are 5,000 books in the Drumheller Public Library and a full-time librarian is employed. High school students are taught music appreciation.

SPORTS: Golf, bowling, skating, hockey, curling, swimming, baseball, football, tennis, hunting and fishing.

INDUSTRIAL DEVELOPMENT: Industrial sites are available adjacent to both the river and railroad trackage with power and water facilities as well. There is a cheap and plentiful supply of coal and various clays.

Oil was discovered near Drumheller in 1950 in the Lower Cretaceous Zone and in 1951 in the D2 Zone. More than 418,000 barrels of oil have been produced from the Drumheller oil field since the discovery.

Oil, coal, natural gas, and water give Drumheller excellent advantages for industrial development. There is ample male labor available throughout the summer and during periods when the coal mines are closed, and female workers are available throughout the year.

FOR FURTHER INFORMATION ON
DRUMHELLER, WRITE:
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Industrial Commissioner,
or
City of Drumheller,
Director of Industrial Development,
Legislative Buildings,
Edmonton.